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SCOTCH WHISKY.

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MANUFACTURERS,  
HONGKONG.

(Telephone No. 60.)

Hongkong, 23rd July, 1889.

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WATERS.OUR AERATED WATER MANUFACTORY  
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to secure which we have added a Condenser cap-  
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in quality with the best English Makers. Our  
Sweet Waters cannot be surpassed anywhere.The purest ingredients only are used, and the  
utmost care and cleanliness are exercised in the  
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For COAST PORTS: Waters are packed and  
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PURE FRUIT CORDIALS.Prepared from the Juice of the finest selected  
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MONTSEKAT FRUIT JUICE  
CORDIALS.A. S. WATSON & CO., LTD.,  
Hongkong, China, and Manila.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 18, 1889.

LOCAL AND GENERAL.

THE P. & O. S. N. Co.'s extra steamer *Kashgar*,  
from Bombay, left Singapore for this port at  
10 a.m. to-day.Two coolies got quarrelling, near the Portuguese  
Club, last night, and one argued with a knife.  
The other party breathed his *illiter dicta* into  
Mr. Wodehouse's sympathetic ear, this afternoon.The local Share Market is still in a moribund  
condition and no prospects of any improvement  
are apparent. The settlements at the end of  
the present month are regarded with consider-  
able apprehension by all concerned.A NUMBER of famine refugees from Honam,  
consisting of over a hundred men and women,  
entered a nursery one night last month outside  
the city gates of Nanking, and having bound and  
gagged the nuns there, rifled the convent of  
about a thousand dollars worth of gold and  
silver ornaments, votive offerings of devotees to  
the idols. One man only has so far been arrested.MISHAPS are not confined to the British navy  
apparently, for we notice by the last mail papers  
that the United States new fast cruiser *Boston*  
was very nearly lost by running on the rocks in  
Newport Rhode Island, and had to be sent to  
New York for docking and extensive repairs to  
her bottom, while her sister vessel, the *Allanta*,  
had a serious break-down of her engines on an  
experimental cruise which has disabled her for  
the time being.We note there is quite an epidemic of rabies  
amongst the canine species in the neighboring  
colony of Singapore, and that some awful deaths  
from hydrophobia, principally however confined  
to Chinese, has been the result. Stringent  
measures have been adopted by the police of the  
Straits Settlements against all stray dogs with-  
out collars or owners, but the Press says this has  
had but little effect, and it now advocates the  
muzzling of all dogs accompanying their owners  
into the town. The disease is said to have  
been introduced by imported dogs from England.  
We commend the attention of our Police author-  
ities to the above and that a special watch should  
be kept on vessels owning dogs coming into this  
Colony from the Straits Settlements.THE Foochow Echo of the 14th inst. gives the  
tea export for the previous week as follows:—  
For London: 358,164 lbs.  
For Continent of America: 20,548 "  
For Continent of Europe: 64,004 "  
For Hongkong: 41,204 "  
For Queensland Ports: 370,979 "  
For Sydney: 137,872 "  
For Melbourne: 206,998 "  
For Adelaide: 23,575 "TWENTY-TWO men, elders of the Huang and  
Chu clans in the Canton district, who have been  
engaged in a general round of "wounding and  
slaughtering one another the past week or so on  
account of a single egg worth about two cash,  
were brought in chains to Canton yesterday by  
Brigadier-General Huang to be "dealt" with for  
the crime of not preventing the younger "bloody"  
of their respective clans from indiscriminate  
killing and wounding. The latest accounts give  
a total on both sides of twenty-six killed and  
over a hundred wounded. We have all read  
about the famous Corsican vendetta on account  
of a hen, but this Chinese clan dispute about an  
egg is certainly the best on record. Three mem-  
bers of the Huang clan left Hongkong a day or  
two ago to go and join in the hostilities.Mr. Walter Knaggs writes to Singapore *Free  
Press* under the heading "The Ancient Mines in  
Pahang":—"With reference to your enquiry as  
to the existence of old workings in Pahang similar  
to those you describe as having been formed at  
Kolar mines, I beg to inform you that they most  
certainly do exist. On the Jelai, where I am  
opening mines for the Malayan Pahang Conces-  
sion Co., Limited, of London, there are some of  
extraordinary interest, which have been described  
by the two experts who were sent out by Messrs.  
John Taylor & Sons, the eminent mining  
engineers of London, as being of greater extent  
than any they had ever seen or heard of. Imagine  
a hill something like Bukit Timah,  
honey-combed with pits some 60 to the acre,  
and sometimes only three feet apart. So close  
are they that it is really dangerous to walk  
between them. They attain a depth of from  
100 to 200 feet. By whom these pits were dug  
is a mystery. They show no traces of the use of  
gunpowder nor have any implements or utensils  
been found to throw light on this subject. We  
are driving tunnels in from the foot of the hill;  
and have already struck very valuable reefs.  
We find the old miners took out everything until  
stopped by water or foul air. The whole place  
is now a mass of dense jungle. Tradition does  
not go far back in Pahang; and everything before  
the advent of the Malays is ascribed to the  
Siamese; but I am more inclined to give Hindoos  
the credit for this vast work; as I am informed  
on good authority (although I have never seen  
them) that the nose rings which are in general  
use with them, have been occasionally met  
with.In another column will be found the letter of  
an occasional correspondent giving a short  
domestic account of Li Hung-chang's conjugal  
troubles. It seems that the Li family is especially  
afflicted this way, for another correspondent  
writing from Nanking sends us an account of  
Li Han-chang, the elder brother of the Premier,  
and his domestic affairs. Li Han-chang, it is  
said, owns something like ten million taels, the  
management of which has for the last six years  
been in the hands of his eldest son by his first  
wife, who is now dead. The old gentleman, like  
his famous younger brother Li Hung-chang, has  
also a concubine and several children by her.  
It appears that Li Han-chang had the intention  
last year to memorialize the Throne for leave  
to retire altogether from official life on the  
score of old age; but owing to the fact  
that since taking up the Director-Generalship,  
or rather the High Commissioner-ship, of the  
Grand Canal, his eldest son has had the charge  
of the family exchequer and Li Han-chang's con-  
cubine has always been, to use a common simile,  
in "distressed circumstances," as this eldest son  
entirely refuses to unloose the family pur-  
strings for the benefit of his younger half brothers.  
This has so exasperated his father that he has  
given up, for the present, all thoughts of retiring  
from office, and bated with gladness his appoint-  
ment to the lucrative Viceroyship of the Liang  
Kuang. Li Han-chang is credited with having  
said that, as his eldest son considers the  
money his father had accumulated from  
previous Viceroyships to be his and his  
own brothers', by the same mother, he will now  
work for the sons of his concubine and so every-  
thing will "be fish to the pot" that comes in his  
way. His Excellency, on being relieved by his  
successor, had arranged to proceed on the Grand  
Canal to his home at Ngan King, to marry off  
his youngest daughter, for which purpose and a  
much needed rest, two months' permission  
has been granted by the Throne. Since then,  
however, he has received telegraphic informa-  
tion that Li Han-chang was to leave direct for  
Canton by the overland route on the 19th inst.,  
the object of this haste doubtless being the  
Emperor's desire to have Chang Chih-tung at  
work on his great railway project without delay.THE annual meeting of the Hongkong Cricket  
Club takes place to-morrow afternoon at 5 p.m.  
at the Cricket Pavilion.THE *Japan Mail* of the 10th inst. says:—"A  
shooting affair has occurred on board the steamer  
*Sakata Maru*, now lying in this harbour, through  
which the victim of the pistol will probably lose  
his life. The affair rose out of a quarrel between  
the mate, named Hardment, and a quarter-  
master, and the case will come on at H.B.M.  
Court in due course.THE Editor of the *China Mail*, when under  
cross-examination in the recent libel case, with  
characteristic pomposity bore testimony to the  
competency and reliability of his two reporters.  
We cheerfully accept the statement of such an  
undoubted authority as to these gentlemen's  
admirable qualities, and we are now anxious to  
know why the cross examination of Mr. Murray  
Bain as reported in the *China Mail* is so im-  
perfect and so calculated to mislead. Did the com-  
petent reporters purposely omit certain passages  
in that cross-examination, or were they deleted  
as surplusage by the careful Editor?We mentioned last week in connection with the  
*Libel* troubles at Shekman, that ten steam  
launches have been chartered in this colony by  
the Chinese Government, primarily for the pur-  
pose of patrolling the rivers of Kuangtung, for  
which purpose 2,500 men were to be enrolled,  
but that owing to the Shekman disturbance the  
launches had been called to Canton from this  
colony earlier than at first contracted for, to be  
used as tow boats if occasion required in trans-  
porting troops to the scene of the outbreak. Since  
then, we hear that the necessary complement of  
two thousand five hundred men has been em-  
bodied and divided into five battalions, of five  
hundred men each. To each battalion four  
launches and twenty cutters will be attached.  
The whole force was inspected yesterday after-  
noon by the Commissioner of Justice of Kuang-  
tung who hopes that by their aid he will be able  
to rid the entire province of the numerous bands  
of pirates which have been such a source of  
terror to the people of the riverine towns since  
1887, in the great disgrace of the Provincial  
Government.

## SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before Acting Chief Justice Fielding  
Clark.)The September Sessions opened this morning,  
there being seven cases for trial, including the  
Ah Yon libel case and a piracy. The following  
jurers were called:—Messrs. H. W. H. Ehmer,  
J. Armstrong, T. da Silva Alorco, H. H. Light-  
wood, P. A. Schlumberger, E. W. Terry, and A.  
M. Ferreira.ROBBERY.  
Chan Kwal was indicted for larceny of \$38  
from another Chinaman on the 24th August.  
He was found guilty, and sentenced to nine  
months' imprisonment.SHOOTING.  
Cheung Ho, a young coolie, was indicted with  
shooting at a district watchman the other morn-  
ing. A second charge, of piracy, was reserved  
for another trial.—The Acting Attorney-General  
prosecuted.—The prisoner was arrested with some  
piratical loot in his possession, and on the way  
to the station he pulled out a big revolver and fired  
at the watchman, the bullet grazing his shoulder.  
The jury, after a quarter of an hour's delibera-  
tion, found him guilty, a majority of six to  
one. Sentence was deferred pending the result  
of the second charge.THEFT.  
Kwok Achun, a young "boy," pleaded not  
guilty to a charge of stealing a quantity of  
jewelry, value \$50, the property of Mr. John  
Henderson, Moore Street, on the 5th September.  
The jury after a short consultation gave the  
unanimous verdict of not guilty and the prisoner  
was discharged.PIRACY.  
Cheung Ho was indicted for piracy on the 8th  
inst. The following jury was empanelled:—  
Messrs. A. G. Apcar, A. M. V. Schomemann,  
Lin Mong, John Roberts, H. C. Manning, Wong  
Tao-ping and A. W. A. Becker.  
The case was not concluded when our reporter  
left.THE OPIUM FARMER AND THE  
STEAMBOAT COMPANY.

PECULIAR ALLEGATIONS.

At the Police-court this afternoon, before Mr.  
Robinson, Captain Lefavour, of the steamer  
*Honam*, was summoned, at the instance of the  
Opium Farmer, for committing a breach of the  
Opium Ordinance.—Mr. Webber appeared for  
the complainant, and Mr. Francis, Q.C.,  
defended.  
Mr. Webber said that there were three distinct  
charges brought against Captain Lefavour,—one,  
under section 2 of Ordinance 1 of 1874, which  
states:—"No person shall bring into the Colony  
or the waters thereof, or have in his possession  
or custody any opium, or prepared opium (not  
dressed opium) without having a valid certificate  
under section 16 of the Ordinance." Under  
section 27 of the Ordinance:—"Any excise officer  
or police inspector having reasonable grounds  
for believing that there is prepared opium on  
board any ship within the waters of the  
Colony shall have a right to search without a  
warrant." And again under section 5 they  
charged Captain Lefavour with acting as an  
excise officer without lawful authority. The  
facts were as follows: On Thursday the 19th inst.,  
about eight o'clock, from information received,  
Mr. Spooner, the chief excise officer, was  
instructed by the Opium Farmer to go on board  
the *Honam*, which was lying at the wharf, and  
seize some opium. He did so, and first spoke to  
the mate, saying that he had been informed there  
was opium on board. After some conversation  
he was referred to the defendant, whom he  
asked to give up the opium. Captain  
Lefavour most distinctly refused to do so, and  
challenged him to search the ship. A row  
ensued, and Mr. Spooner sent for a policeman.  
One came, but as he was not sufficiently gifted  
an inspector was sent for. Sergeant Baker  
arrived after some little delay, but the defendant  
persisted in his refusal to give up the opium,  
for the reason Mr. Webber felt justified in saying,  
that it paid him much better to take it to Canton.  
Then Mr. Spooner, in order to convince himthat he was wrong, sent for a copy of the Ordinance,  
and when one was procured Sergeant  
Baker explained it at considerable length to the  
Captain, who was lying in his long chair, taking  
things very comfortably. Nothing more was  
said until about a quarter to twelve, when, after  
due consideration, the Captain sent one of his  
employees to Mr. Spooner with orders to give the  
opium up. The opium, consisting of 24 tins,  
containing 1,200 taels, was then conveyed by  
the police to the Station, and next morning the  
summons was issued. Whatever penalty the  
defendant might be liable to, the Opium Farmer  
did not wish him to be mulct heavily; all he  
wanted was to make it clear that his officers had  
a right to search those ships, and that the captains  
had no right to control the possession of any  
opium, and refuse to hand it over to those  
officers. He did not press for a heavy penalty,  
although the defendant was one of those not  
entitled to any leniency at the hands of the  
Opium Farmer.Mr. Spooner said:—I am chief excise officer  
to the Opium Farmer. I received instructions  
from the Opium Farmer to proceed against the  
defendant in this case. From information I  
received on Thursday night last I went on board  
the *Honam*, about nine o'clock, to search for a  
quantity of prepared opium that was on board.  
I went to the chief officer, and after a conversa-  
tion went to the defendant. I told him I had  
information that there was a quantity of  
opium on board and asked him to hand it over to  
me. He asked me what authority I had, and I  
told him I had authority as an excise officer,  
producing my warrant. He asked me if I had  
a warrant to search his ship, and I replied  
that it was a necessary consequence of the  
Ordinance. I had five excise officers  
with me, to assist in searching. He told  
me I could search if I liked, but I said I did  
not wish to—I wanted him to hand the opium  
over to me. I then sent for a police inspector,  
saying that I would not leave the ship until I  
got the opium. I stayed where I believed the  
opium was and went forward. The wharf  
constable, P.C. Crawford, came, but he could  
do nothing. The opium was locked up in a  
cupboard at the time, and the key afterwards  
came from the defendant. Between ten and  
half past seven, after some time, I saw the  
Ordinance and asked him to go forward and  
explain it to the defendant. About a quarter-  
of an hour later I went after him, and found him  
outside the defendant's cabin. I asked him to  
search the ship, but he said he would require a  
warrant from General Gordon first, and went  
away. I waited till about 11.30, when Logan,  
the Steamboat Co.'s watchman, brought me a  
key, and said he had orders to give up the opium.  
He then unlocked a cupboard, in which was the  
opium in Court. I handed it over to the police.  
By Mr. Francis:—One of the tins burst since,  
and I saw that it contained opium. I am cer-  
tain that it is fully prepared opium. The Opium  
Farmer told me to go on board, and sent the in-  
former along with me to show me. I met Logan  
on the wharf and he told that some Chinese had  
brought opium on board, and that the captain  
had taken possession of it. I knew where the  
opium was, but not how much. The captain did  
not give any reason for not giving up the opium;  
about 11.30 he said something about seeing the  
Secretary of the Company before he gave it up.  
I understood that he denied my authority to  
take it. I did not show him my badge. It was  
the Captain's duty to send either for me or for  
the police when in the ship. I saw the opium  
Re-examined:—It is his duty to hand over all  
opium on the ship to me; he has no authority  
to act as an excise officer. The defendant knew  
that I was chief excise officer.  
By the Court:—There is no permit for this  
opium.Mr. Francis, in defence, said that under  
ordinary circumstances he did not suppose that  
that case would have been defended, and Mr.  
Webber's statement that the Opium Farmer  
merely wished to have a nominal penalty im-  
posed as an expression of his Worship's  
opinion as to the duties of the parties  
would have been sufficient. But the cir-  
cumstances of the case were rather peculiar,  
and as there had been similar cases of a rather  
grave aspect that case was defended really for  
the purpose of getting an investigation of those  
matters. The Hongkong and Macao Steamboat  
Company and Messrs. Butterfield and Swire,  
who were associated in the Canton traffic, had  
the gravest reasons for believing that among  
the principal smugglers of opium out of the  
Colony were the Opium Farmer and his licensees.Mr. Webber strongly objected to this, unless  
they were going to prove it.  
Mr. Robinson:—Does that affect the issue?  
Mr. Webber:—No—it is a mean, contemptible  
insinuation.Mr. Francis:—I want to show that a permit  
does exist with regard to this opium; that it  
came on board from a licensed shop, having  
authority to have boiled or prepared opium; that  
it was put on board by the servants of that shop  
with a view to being smuggled to Canton, and  
that it was lawfully in the Captain's possession.Mr. Webber:—To support that mean and  
contemptible statement Mr. Francis ought to  
connect the Opium Farmer with it.Mr. Francis:—It is not at all a mean and  
contemptible statement.Mr. Webber:—You have no right whatever to  
make it, and I protest against it.Mr. Robinson:—I don't see what it has to do  
with the point at issue.Mr. Francis:—Well, I think by the time I have  
concluded you will see that it does.Mr. Webber proposed that Mr. Francis should  
give an outline of the case he was going to  
present.Mr. Francis resorted that he would present  
his case as he thought fit. For a long time the  
Company's boats had been liable to heavy fine,  
and even forfeiture, in consequence of smuggling.  
In very recent cases opium had been smuggled  
on board and found by the boat officials and  
each time that had been done people came  
directly from the Opium Farmer's, with full  
knowledge that it was on board and seized, and  
claimed it.

Mr. Webber:—Is this going to be proved?

Mr. Francis:—There is a great reason to believe  
that this has been done by officials of the Opium  
Farmer, and it is perfectly clear that they are  
interested in smuggling as much opium out of  
the Colony as possible, and in protecting smug-  
glers. After giving the permits, if they find the  
opium has been seized they claim it under the  
privileges of the Farm and return it safely to the  
smugglers.—He submitted that that was relevant  
to the issue. If the opium was put surreptitiously  
on board, with a view to going free of freight,  
and the Captain was justified in seizing it until he  
could find the owners and charge them with  
freight. The question was—Did the Cap-  
tain make a mistake or not? It was quite  
possible that he did, but with such suspicions  
as the Company had he was surely not wrong in  
retaining the opium until he could report to his  
Company, and receive instructions, on deliver it  
to a responsible officer. Neither the constable  
nor sergeant were responsible officers, and  
considering the hour of the night he acted  
according to common sense. If he had handed it  
over to Mr. Spooner, the matter would never  
have been heard of again. Mr. Francis then  
proceeded to show that the Captain could not  
have a permit for the opium, and that the  
Ordinance did not provide for such a case. He  
continued that he would produce evidence to  
show that the Company employed Mr. Logan and  
a staff of men to prevent opium being smuggledon board, and that about 7.30 on the evening  
in question one of the staff told Mr. Logan that  
he had been approached by the head-coolies  
from a well-known licensed shop in Hillier  
Street and offered \$2 per trip to overlook any  
opium smuggling, commencing that night.  
Logan and his men kept a look-out, and on  
searching a small engine-house forward, saw  
these tins of opium locked in. Captain Lefavour  
was called, and had the tins removed to a  
small locker. Next morning three of the stokers  
were missing. Within an hour after the discovery  
Mr. Spooner came down, saying that he wanted  
the opium that had been seized, and pointing out  
where it was. How did the Opium Farmer  
get the knowledge? The question for the  
magistrate to decide was whether Captain  
Lefavour did his duty under the circumstances or  
not. If he ruled that in future it was the Captain's  
duty on discovering opium to at once give notice  
to the excise officers or the police that should be  
done.Mr. Webber pointed out that it should have  
been handed over at 7.30 when found. The boat  
left next morning before the office opened.  
Captain Lefavour wanted to carry the opium to  
Canton, where the Imperial Maritime Customs  
would give him half of the value.Mr. Robinson:—I have no evidence to that  
effect before me.Mr. Webber:—Well, they say the Opium Farmer  
is a smuggler—it is a mean and contemptible  
insinuation.Mr. Robinson:—I have no evidence of that  
either.Mr. Francis said that by arrangement with the  
Customs the award was paid to the Com-  
pany, who used it in maintaining the detective  
staff, and Captain Lefavour would have got  
nothing.No evidence was called, the case being left on  
its legal bearings.Mr. Robinson deferred his decision until  
to-morrow.

## NEWS BY THE AMERICAN MAIL.

The O. & O. S. S. Co.'s steamer *Arabi*, Capt.  
W. M. Smith, with the American mails of the  
22nd ult., arrived here yesterday morning. We  
are indebted for the subjoined telegrams to our  
San Francisco exchanges:—LATHROP, August 14th.  
Judge David S. Terry was shot and instantly  
killed in the Lathrop Hotel, at 7:15 o'clock this  
morning, by Deputy United States Marshal Nagle.  
The shooting occurred in the presence of about  
sixty or seventy people, and created a scene of  
the wildest excitement. The cause of the shoot-  
ing was the well-known quarrel existing between  
Judges Terry and Field, which grew out of the  
latter rendering a decision adverse to Terry. As  
seen by numerous witnesses, Terry walked up  
to Judge Field in the dining-room of the Lathrop  
Hotel and slapped him in the face, and was in  
the act of striking him again when Deputy  
United States Marshal Nagle drew a revolver  
and shot twice at Terry, one shot penetrating  
the left breast and producing instant death.LIVERPOOL, August 15th.  
Stewart, the analytical chemist of Glasgow  
who was prepared to testify at the trial of Mrs.  
Maybrick, and whose evidence the condemned  
woman said was kept back, has written a letter  
in which he says that Maybrick died through his  
own secret habit of taking arsenic.The *Lancet* publishes a five-column review of  
the trial and comes to the conclusion that the  
evidence warranted the verdict.BORDEAUX, August 15th.  
The Archbishop of Bordeaux is dead.LONDON, August 16th.  
A manifesto, signed by General Boulanger,  
Count Dillon and Henri Rochefort, is published.  
It calls the action of the Senate Court an orgie  
of arbitrariness, calumny and mendacity, and  
declares that in spite thereof a fresh *coup d'etat*  
is preparing in the dark. The signers have  
continued confidence in the electorate of France.BERLIN, August 17th.  
Signor Crispien, encouraged by Berlin, has  
sent to the officials of the Vatican private  
hints that the Italian Government would not  
permit the papal treasury or Vatican art  
objects to leave Rome. It could not prevent  
the Pope's personal departure, but the contents  
of the Vatican must remain. Prince Bismarck  
must have counted the cost of his unfriendly  
diplomacy toward the Vatican, balancing the  
increased Centrist hostility against the weak-  
ening of the triple alliance. He preferred an in-  
tensified feud in the Centre party to the risk of  
losing Italian co-operation.PARIS, August 17th.  
Boulanger has issued another manifesto. His  
latest effort is addressed to "honest people," and  
declares it was the Senate Chamber that procured  
his conviction.The Minister of the Interior has issued a decree  
which prohibits the hawking or placarding of  
documents emanating from Boulanger, Dillon  
or Rochefort.VIENNA, August 17th.  
Advices from Bosnia report that severe shocks  
of earthquake have been felt in Jablanica.LONDON, August 18th.  
Five hundred French residents of London  
visited General Boulanger in a body to-day and  
presented him with an address of sympathy and  
confidence. The General, in a speech, said he  
had never used money belonging to France except  
when trying to secure her against her enemies.  
If he had been called by a regularly constituted  
Court of Assizes, he and his colleagues would  
have taken the first boat to France to face the  
trial. The French Government did not dare to  
avail itself of the ordinary courts, but formed  
a special tribunal, composed of his political  
enemies, which had virtually condemned him  
before it met.PARIS, August 18th.  
President Carnot delivered an address at a  
banquet to-day to 13,000 Mayors and Communal  
delegates. He said that the French people,  
though crushed for a time, had shown their  
power to recover and make the sovereign power  
of France heard by removing parties still aiming  
to undermine the edifice raised by the fathers of  
the Republic.BERLIN, August 18th.  
It is reported that recent interviews between  
Prince Bismarck, Emperor Francis Joseph and  
Count Kalnoky resulted in a modification of the  
Austro-German treaty, whereby a *casus foederis*  
is established whenever the vital interests of  
either nation are threatened. Hitherto only an  
open attack has constituted cause for joint action.PRAGUE, August 16th.  
A dynamite cartridge exploded to-day in a  
coal mine at Gonan. Five persons were killed  
and a number of others injured.LEMBURG, August 19th.  
A son of the Russian General Deger and  
editor of a local newspaper has been arrested  
here for promoting socialism in Austria.ROME, August 19th.  
During a public concert to-day a bomb was  
exploded near the Austrian embassy. Eight  
persons were injured.ST. PETERSBURG, August 19th.  
The Credit Bank, which the Government  
established in 1886 to advance loans to the  
mobility on mortgages, has foreclosed on 200  
estates, which must be sold at auction at the  
end of the year.TURIN, August 19th.  
The banks of Turin and Naples have advanced  
4,000,000 lire to two Turin banks to arrest the  
panic caused by the suicide of Copello, one of  
the leading bankers of this city.PARIS, August 19th.  
A special envoy of King Humbert of Italy  
to-day presented Thomas A. Edison with the  
insignia of Grand Officer of the Crown of Italy.  
Edison thus becomes a count and his wife a  
countess.Edison had an interview with President Carnot  
to-day.LONDON, August 19th.  
Herr Lachman, editor of the London *Journal*, a  
weekly newspaper printed in German, shot his  
wife and child to-day and then committed suicide.In the Commons this afternoon the Chief Sec-  
retary for Ireland declared that Conyngham, who  
is confined in prison on a charge of conspiring  
to oppose the law, is not seriously ill. The  
Speaker declined to allow a motion to adjourn.The Parliamentary Secretary of the Foreign  
Office, replying to a question of Labouchere,  
said that the *Berlin Zeitung's* statement as to  
the identity of British policy with that of the  
triple alliance was nothing more than a mere  
conjecture. England, he said, had entered into  
no engagements which would fetter her liberty  
of action.WASHINGTON, August 19th.  
The State Department has received a cable-  
gram from Porto Rico announcing the death last  
night of Consul Edward Conroy. He was the  
oldest of the United States Consuls, and in length  
of service was junior to but one man—the Consul  
at Gibraltar. He was appointed Consul at San  
Juan, Porto Rico, in 1869, and was eighty years  
old at his death.ATHENS, August 21st.  
Bloody affrays are still reported in various  
districts of Crete. The towns generally are  
tranquil with the exception of isolated outrages.VIENNA, August 21st.  
Severe hailstorms passed over parts of Austria  
to-day. Many persons were killed.

## NEWS BY THE AUSTRALIAN MAIL.

The E. and A. Co.'s steamship *Catterthun*,  
Capt. J. W. B. Drake, with the Australian mails,  
arrived from Sydney on the 16th inst. We are  
indebted for the subjoined telegrams to our  
Colonial exchanges:—LONDON, August 20th.  
A company has been formed in London, with  
a capital of £250,000, with the object of erecting  
a tower similar to the celebrated Eiffel Tower in  
the grounds of the Paris Exhibition.A disastrous railway accident occurred yester-  
day on the York, Newcastle and Berwick rail-  
way, at Sunderland; a seaport and market town  
in the county of Durham.







## Commercial.

## CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—176 per cent. premium, sellers.  
 Union Insurance Society of Canton—\$100 per share, buyers.  
 China Traders' Insurance Company—\$80 per share, buyers.  
 North China Insurance—Tls. 330 per share, buyers.  
 Canton Insurance Company, Limited—\$135 per share.  
 Yangtze Insurance Association—Tls. 100 per share.  
 On Tui Insurance Company, Limited—Tls. 150 per share.  
 Hongkong Fire Insurance Company—\$324 per share, sellers.  
 China Fire Insurance Company—\$85 per share.  
 Hongkong and Whampoa Dock Company—68 per cent. premium, sellers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$40 per share, buyers.  
 China and Manila Steam Ship Company—130 per share, sellers.  
 Hongkong Gas Company—\$135 per share, sellers.  
 Iongkong Hotel Company—\$210 per share, sellers.  
 Iongkong Hotel Co.'s Six per cent. Debentures—\$501.

Indo-China Steam Navigation Company, Limited—15 per cent. dis., sellers.  
 Douglas Steamship Company—\$75 per share, sellers.  
 China Sugar Refining Company, Limited—\$245 per share, sellers.  
 Luxon Sugar Refining Company, Limited—\$90 per share, sellers.  
 Hongkong Ice Company—\$111 per share, buyers.  
 Hongkong and China Bakery Company, Limited—\$80 per share, buyers.  
 Hongkong Dairy Farm Co., Limited—\$14 per share, sellers.

A. S. Watson & Co., Limited—\$21 per share, sellers.  
 Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.  
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886 E—11 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—\$150 per share, nominal.  
 The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.  
 Punjom and Sunghie Dun Samantan Mining Co.—\$17 per share, buyers.  
 Hongkong and Kowloon Wharf and Godown Company—\$160 per share, buyers.  
 Tonquin Coal Mining Co.—\$500 per share, buyers.

The Hongkong High-Level Tramway Co., Limited—210 per cent. prem., sellers.  
 The East Borneo Planting Co., Limited—\$8 per share, sellers.  
 The Sengai Koyah Planting Co., Ltd.—\$55 per share, buyers.

Cruickshank & Co., Ltd.—\$40 per share, nom.  
 The Steam Launch Co., Limited—nominal.  
 The Austin Arms Hotel and Building Co., Ltd.—par., nominal.  
 The China-Borneo Co., Ltd.—\$40 per share, buyers.

The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.  
 The Green Island Cement Co. (Old issue)—\$45 per share, buyers.  
 The Green Island Cement Co. (New issue)—\$81 per share, nominal.

The Hongkong Land Investment Co., Ltd.—\$126 per share, buyers.  
 The Hongkong Electric Light Co., Ltd.—\$6 per share, buyers.  
 Geo. Fenwick & Co., Limited—\$30 per share, buyers.

The West Point Buildings Co., Ltd.—\$53 per share, buyers.  
 The Peak Hotel and Trading Co., Ltd.—\$24 per share, sellers.  
 The Labuk Planting Co., Ltd.—\$17 per share, buyers.

The Jelabu Mining and Trading Co., Ltd.—\$61 per share, sellers.  
 The Selama Tin Mining Co., Ltd.—\$41 per share, sellers.

The Shamen Hotel Co., Ltd.—\$5 per share, nominal.  
 The Kowloon Land Investment Co., Ltd.—\$22 per share, buyers.  
 The Hongkong Marine, Limited—25 per cent. premium, buyers.

## EXCHANGE.

ON LONDON.—Bank T. T. 3/4  
 Bank Bills, on demand 3/4  
 Bank Bills, at 30 days sight 3/4  
 Bank Bills, at 4 months sight 3/4  
 Credits, at 4 months sight 3/4  
 Documentary Bills, at 4 months sight 3/4  
 ON PARIS.—Bank T. T. 3/4  
 Bank Bills, on demand 3/4  
 Credits, at 4 months sight 3/4  
 On India, T. T. 224  
 On Demand 225  
 ON SHANGHAI.—Bank T. T. 72  
 Private, 30 days sight 72

OPIMUM MARKET.—THIS DAY.  
 OLD MALWA, per picul .....\$600  
 (Allowance, Tals. 80).  
 NEW PATNA, (best choice) per chest .....\$517  
 NEW PATNA, (first choice) per chest .....\$520  
 NEW PATNA, (bottom) per chest .....\$517  
 NEW PATNA, (second choice) per chest .....\$517  
 NEW PATNA, (bottom) per chest .....\$517  
 NEW PATNA, (best quality) per picul .....\$550  
 OLD PATNA, (best quality) per picul .....\$550  
 OLD PATNA, (second quality) per picul .....\$475.

## MAILS EXPECTED.

THE AUSTRALIAN MAIL.  
 The F. & A. S. Co.'s steamer *Guthrie*, left Sydney for this port on the 18th instant, and may be expected here on the 18th.

## THE INDIAN MAIL.

The steamer *Japan*, with mails from Calcutta, left Singapore on the 17th instant, and may be expected here on or about the 23rd.

## THE CANADIAN MAIL.

The Canadian Pacific steamer *Parthia*, with the Canadian mail, left Vancouver on the afternoon of the 6th instant for Japan and Hongkong.

The Canadian Pacific steamer *Port Augusta*, with the Canadian mail, left Kobe on the 15th instant for Shanghai and Hongkong.

## STEAMERS EXPECTED.

The *Glen* line steamer *Glengarry*, from London, left Singapore on the 13th instant, and is expected here on the 19th.

The D. D. R. steamer *Belona*, from Hamburg, left Singapore on the 17th instant at 9 a.m., and is due here on or about the 23rd.

The P. & O. S. N. Co.'s steamer *Kashgar* from Bombay, left Singapore on the 18th instant and is due here on the 24th.

## Shipping.

## ARRIVALS.

HAITAN, British steamer, 1,183, T. G. Pocock, 18th Sept., Fowchow 15th Sept., Amoy 16th, and Swatow 17th, General.—D. La. praik & Co.  
 MOVUNE, British steamer, 1,714, J. S. Hogg, 18th Sept., Liverpool, and Singapore 12th Sept., General.—Arnhold, Karberg & Co.  
 ACTIV, Danish steamer, 155, N. C. Revsbeck, 18th Sept., Pakhoi 15th Sept., and Hoihow 16th, General.—Arnhold, Karberg & Co.

METAPEDIA, British steamer, 1,453, J. B. Purvis, 18th Sept., Singapore 11th Sept., General.—Russell & Co.

## CLEARANCES AT THE HARBOUR OFFICE.

*Nantes le Havre*, French steamer, for Bangkok, Canton, British steamer, for Swatow, & Zafiro, British steamer, for Manila.  
*Hesperia*, German steamer, for Singapore.  
*Altonow*, British steamer, for Yokohama.  
*Mayuna*, British steamer, for Shanghai, & Taichow, British steamer, for Hoihow, & Canton.

## DEPARTURES.

September 18, *Shanghai*, British steamer, for Singapore, & Co.  
 September 18, *Sutlej*, British str., for Shanghai.  
 September 18, *Khiva*, British steamer, for Nagasaki, & Co.  
 September 18, *Propontis*, British steamer, for Kutchinotzu.

September 18, *Firebrand*, British gunboat, for Shanghai.  
 September 18, *Nantes le Havre*, French str., for Bangkok.

September 18, *Canton*, British steamer, for Swatow, & Co.  
 September 18, *Moray*, British steamer, for Singapore, & Co.

September 18, *Zafiro*, British steamer, for Manila.  
 September 18, *Nansing*, British steamer, for Amoy, & Co.

## PASSENGERS-ARRIVED.

Per *Haitan*, str., from Fowchow, & Co.—Bishop Masori, Captain Collinson, Mr. Pimm, and 216 Chinese.  
 Per *Mayuna*, str., from Liverpool, & Co.—282 Chinese.  
 Per *Activ*, str., from Pakhoi, & Co.—71 Chinese.

## DEPARTED.

Per *Canton*, str., for Swatow, & Co.—40 Chinese.  
 Per *Hesperia*, str., for Singapore.—1 European.

## TO DEPART.

Per *Taichow*, str., for Hoihow, & Co.—50 Chinese.

## REPORTS.

The British steamship *Metapedia* reports that she left Singapore on the 11th instant. From Singapore to Paracels had moderate winds and fine weather. From Paracels to Hongkong had moderate winds and overcast sky.

The British steamship *Haitan* reports that she left Fowchow on the 15th instant, Amoy on the 16th, and Swatow on the 17th. From Fowchow to Amoy had strong north-east winds and cloudy weather throughout, with moderate sea.

From Swatow to port had moderate easterly breeze and cloudy weather with smooth sea. In Fowchow, the steamships *Changsha* and *Pechili*, in Amoy, the steamships *Formosa* and *Yokohama*, in Swatow, the steamships *Fookang*, *Sungkiang*, and *Hoihow*.

## Post Office.

## A MAIL WILL CLOSE.

For Singapore.—Per *Hesperia*, to-morrow, the 19th instant, at 9 a.m.  
 For Yokohama, Honolulu, and San Francisco.—Per *City of Peking*, to-morrow, the 19th instant, at 9 a.m.

For Haiphong.—Per *Marla*, to-morrow, the 19th instant, at 5 p.m.

For Swatow, Amoy, & Fowchow.—Per *Haitan*, on Friday, the 20th instant, at 9 a.m.  
 For Swatow, Singapore, and Bangkok.—Per *Chowya*, on Friday, the 20th instant, at 9 a.m.

For Singapore, Batavia, Samarang, and Sourabaya.—Per *Camorra*, on Friday, the 20th instant, at 2 p.m.

For Straits, Colombo, and Bombay.—Per *Nizam*, on Saturday, the 21st instant, at 11 a.m.

For Bangkok.—Per *Falkenberg*, on Saturday, the 21st instant, at 4 p.m.

For Europe, & India, via Bombay.—Per *Clyde*, on Wednesday, the 25th instant, at 11 a.m.

For Europe, & Co.—Per *Bayern*, on Wednesday, the 25th instant, at 4 p.m.

For Kobe, Yokohama, and Vancouver.—Per *Port Augusta*, on Thursday, the 26th instant, at 10 a.m.

For Europe, & Australia, Madras, Calcutta, and Mauritius.—Per *Irakow*, on Thursday, the 26th instant, at 11 a.m.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, and Adelaide.—Per *Callisthene*, on Friday, the 27th instant, at 3 p.m.

## SHIPPING IN HONGKONG.

## STEAMERS.

ALTONOW, British steamer, 1,611, P. K. Barnett, 15th Sept., Amoy 14th Sept., Tea and General.—Russell & Co.  
 ANTON, German steamer, 335, T. Eggert, 14th Sept., Hoihow 15th Sept., General.—Wieler & Co.

ARABIC, British steamer, 458, W. M. Smith, 17th Sept., San Francisco 22nd August, and Yokohama 17th Sept., Mails and General.—O. & S. B. Co.

## HONGKONG-STEAMERS.

## Continued.

BATAVIA, British steamer, 1,664, J. C. Williams, 15th Sept., put back Mails and General.—Adamson, Bell & Co.  
 BOMBAY, British steamer, 2,047, S. Bason, 16th Sept., London 5th August, and Singapore 10th Sept., General.—P. & O. S. N. Co.

CAMORRA, British steamer, 1,355, A. A. Fyfe, 15th Sept., Java 21st August, Sugar.—Jardine, Matheson & Co.

CATTERTHUN, British steamer, 1,406, J. W. B. Darke, 16th Sept., Sydney 28th August, Keppel Bay 1st Sept., Townsville 2nd, Cairns 3rd, Cooktown 4th, and Thursday Island, General.—Russell & Co.

CHEANG HEE TENG, British steamer, 925, Scott, 17th Sept., Singapore, via Hoihow, 7th Sept., General.—Bun Hin & Co.

CHINA, German steamer, 648, F. Bruhn, 17th Sept., Del 6th Sept., Ballast.—Melchers & Co.

COWRA, British steamer, 1,057, F. W. Phillip, 15th Sept., Bangkok 6th Sept., General.—Yuen Fat Hong.

CITY OF Peking, American steamer, 5,079, J. M. Cavalry, 9th Sept., San Francisco 14th August, and Yokohama 3rd Sept., Mails and General.—P. M. S. S. Co.

DIAMOND, British steamer, 1,030, J. Wilson, 12th Sept., Amoy 10th Sept., General.—Bun Hin & Co.

FALKENBERG, German steamer, 988, T. Bartels, 17th Sept., Saigon 11th Sept., General.—Melchers & Co.

FAME, British steamer, 1,174, A. Stopani, Hongkong and Whampoa Dock Co.

FREY, Danish steamer, 397, C. Lund, 17th Sept., Hoihow 13th Sept., Timbers.—Arnhold, Karberg & Co.

HESPERIA, German steamer, 1,136, L. Madsen, 16th Sept., Kobe 9th Sept., General.—Siemssen & Co.

MARIE, German steamer, 704, C. Hundewald, 15th Sept., Haiphong 12th Sept., Rice and General.—A. R. Marty.

NESTOR, British steamer, 1,267, Elder, 15th Sept., Nagasaki 10th Sept., Coal.—Butterfield & Swire.

NIZAM, British steamer, 1,615, J. F. Creery, 15th Sept., Yokohama 7th Sept., Mails and General.—P. & O. S. N. Co.

PALAMED, British steamer, 1,489, C. Jackson, 16th Sept., Liverpool 3rd August, and Singapore 10th Sept., General.—Butterfield & Swire.

PILOT, British steamer, 1,611, A. Stopani, Hongkong and Whampoa Dock Co.

TAICHOW, British steamer, 862, Morris, 16th Sept., Singapore 8th Sept., General.—Bun Hin & Co.

TAILEE, German steamer, 828, Schuldt, 12th Sept., Wladivostok 4th Sept., Timber.—Wieler & Co.

## SAILING VESSELS.

ALICIA, Hawaiian bark, 607, J. Brodhurst, 16th August, Albany, West Australia, 10th July, Sandanwood.—Order.

AMPHITRITE, German ship, 1,814, A. Bower, 15th July, Cardiff 6th March, Coal.—Order.

AUSTRALIA, British bark, 99, Wm. Harris, 11th June, Manila 31st May, Ballast.—Order.

CHARGER, American ship, 1,370, D. S. Goodell, 28th June, San Diego, Cal., 18th April, Ballast.—Russell & Co.

COMET, German ship, 1,663, R. Kripper, 21st July, Cardiff 15th March, Coals.—Melchers & Co.

CONQUEROR, American ship, 1,540, A. D. Lothrop, 17th June, Anjer 1st June, Ballast.—Reuter, Brockelmann & Co.

ERLKENNO, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island, Chinese Customs.

GOLAH, Siamese bark, 542, Jas. Kent, 16th August, Bangkok 2nd August, Rose Wood.—Chinese.

GUSTAV OSCAR, German bark, 1,132, M. Lee, 4th July, Cardiff 25th Feb., Coal.—Melchers & Co.

HARVEST QUEEN, British ship, 4,020, E. A. Forrieth, 16th August, New York, and Singapore 2nd August, Kerosene Oil.—Russell & Co.

HAVON BROWN, British bark, 821, C. H. Havon, 21st July, Hoihow 12th July, Ballast and Sapanwood.—Captain.

IRENE, American brig, 467, James W. Yates, 11th July, Newcastle, N.S.W., 10th May, Coal.—Geo. R. Stevens & Co.

JOSEPHUS, American ship, 1,470, T. M. Rogers, 13th June, Newcastle, N.S.W., 16th April, Coals.—Butterfield & Swire.

KITTY, British bark, 802, H. Wilson, 30th Aug., Portland, Oregon 9th July, Lumber.—D. Musso & Co.

LADY HARKWOOD, British bark, 382, Williams, 15th Sept., Honolulu 24th July, General.—Chinese.

MAINA LOA, British bark, 1,071, A. Douglas, 28th August, Saigon 21st August, Ballast.—Siemssen & Co.

OMEGA, British bark, 480, Brown, 2nd August, Yokohama 4th June, Ballast.—Order.

REPORTER, American ship, 1,286, J. Spalding, 10th August, Newcastle, N.S.W., 11th July, Coal.—Order.

ROBERT S. BERNARD, British bark, 1,200, M. J. C. Andrews, 15th August, Newcastle, N.S.W., 29th June, Coal.—Adamson, Bell & Co.

SAM MENDEL, British bark, 1,017, D. Gower, 28th August, Newcastle, N.S.W., 6th July, Coal.—Wieler & Co.

SEA WITCH, American ship, 1,280, Chas. H. Tabbot, Newcastle, N.S.W., May 21st, Coal.—Captain.

VIOLANT, American ship, 1,723, Wm. H. Gould, and July, Amoy 30th June, Kerosene Oil.—Russell & Co.

## WHAMPOA.

TAIRANO, British steamer, 1,505, W. N. Jackson, 15th Sept., Shanghai 12th Sept., General.—Jardine, Matheson & Co.

YAMOTSE, German steamer, 814, C. Tonningsen, 15th Sept., Shanghai 12th Sept., General.—Siemssen & Co.

## RIVER STEAMERS.

Eataban, British steamer, 2,260, S. W. Gorgin, Hongkong, Canton, & Macao Steamboat Co.

Hankow, British steamer, 2,235, Lloyd, Butterfield & Swire.

Ho-nam, British steamer, 1,377, G. B. Lafavour, Hongkong, Canton, & Macao Steamboat Co.

Kia-kiang, British steamer, 617, W. E. Clarke, Hongkong, Canton, & Macao Steamboat Co.

Kiang-chow, British steamer, 288, Melver, Hongkong, Canton, & Macao Steamboat Co.

Pang, Chinese steamer, 24, J. W. Stayers, Hong Kong (left up for repairs).

Kiang-chow, Chinese steamer, 364, Holmes, China Merchants & N. Co.

Powan, British steamer, 1,600, J. P. Hoyland, Hongkong, Canton, & Macao Steamboat Co.

White Cloud, British steamer, 527, W. J. Rieby, Hongkong, Canton, & Macao Steamboat Co.

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Guthrie	Sydney	September 18th	Russell & Co.
Glengarry	London	September 19th	Jardine, Matheson & Co.
Port Augusta	Vancouver	September 20th	Adamson, Bell & Co.
Palinurus	Liverpool	September 21st	Butterfield & Swire.
Isan	Calcutta	September 23rd	D. Sassoon, Sons & Co.
Bellona	Hamburg	September 23rd	Siemssen & Co.
Oxus	Marseilles	September 24th	Messageries Maritimes.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING
London, &c. via Suez Canal	Clyde	P. & O. S. N. Co.	Sept. 25th, at noon.
London, via Suez Canal	Titan	Butterfield & Swire	September 21st.
London, via Suez Canal	Nestor	Butterfield & Swire	To-morrow.
Marseilles, via Saigon, &c.	Irakow	Messageries Maritimes.	Sept. 26th, at noon.
Havre, London, &c.	Flintshire	Adamson, Bell & Co.	About Sept. 24th.
Bremen, via Ports of Call.	Hesperia	Siemssen & Co.	To-morrow, at 10 a.m.
New York, via Suez Canal	Altonow	Russell & Co.	About Sept. 18th.
New York, via Suez Canal	Albany	Adamson, Bell & Co.	About Oct. 1st.
San Francisco, via Panama	City of Peking	Pacific Mail S. S. Co.	To-morrow at 1 p.m.
San Francisco, via Panama	Arctic	Adamson, Bell & Co.	Sept. 26th, at 1 p.m.
Vancouver, B.C., via K. & C.	Port Augusta	Butterfield & Swire	Sept. 21st, at 4 p.m.
Port Darwin, &c.	Chingtu	Russell & Co.	September 22nd.
Sydney, Melbourne, &c.	Catterthun	Russell & Co.	Sept. 21st, at 4 p.m.
Straits, Colombo & Bombay	Nizam	P. & O. S. N. Co.	Sept. 20th, at 3 p.m.
Singapore, Batavia, &c.	Camorra	Jardine, Matheson & Co.	Sept. 20th, at 3 p.m.
Yokohama, via Nag., &c.	Palamed	P. & O. S. N. Co.	Sept. 27th, daylight.
Yokohama, Kobe, &c.	Sungkiang	Butterfield & Swire	To-morrow, at 3 p.m.
Shanghai, Kobe, &c.	Moyune	Arnhold, Karberg & Co.	September 20th.
Shanghai, via Amoy	Palinurus	P. & O. S. N. Co.	To-morrow, daylight.
Hoihow, via Bangkok	Taichow	Butterfield & Swire	September 23rd.
Swatow, Spore, Bangkok	Chow Fa	Yuen Fat Hong	To-morrow, at 8 a.m.
Coast Ports	Haitan	Douglas La. praik & Co.	Sept. 20th, at 10 a.m.

## Intimations.

## INTIMATION.

## J. Blackhead &amp; Co.

## SHIP-CHANDLERS, SAIL-MAKERS,

## AND

## PROVISION MERCHANTS.

## NAVY CONTRACTORS,

## AND

## GENERAL COMMISSION AGENTS.

## No. 11, Praya Central.

## (Opposite Padder's Wharf).

## SOLE AGENTS

## RAHTJEN'S

## GENUINE

## COMPOSITION

## FOR

## THE BOTTOMS OF IRON SHIPS

## CARBOLINEUM AVENARIUS

## PRESERVATIVE AGAINST

## ROTTING, DECAY, &amp;c., OF WOOD.